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GRAVE GRAECO-ITALIAN SITUATION.

Sequel to Albanian Massacre.

STRONG NOTE SENT TO ATHENS.

(Reuter's Service.)

Rome, August 29.
The massacre of members of the Italian mission in Albania has profoundly moved the Italian public. Demonstrations of protest have taken place at Milan, Florence and other cities.

Rome, August 29.
On the subject of the massacre of the Italian mission, Signor Mussolini has instructed the Italian Minister at Athens to present a Note demanding, firstly, that complete official apologies be presented to the Italian Legation at Athens by the supreme Greek military authority; secondly, that a solemn funeral service for the victims be celebrated at the Catholic cathedral in Athens and be attended by all members of the Government; thirdly, that honours be rendered to the Italian flag by the Hellenic fleet at Piræus to the Italian naval division, which will be sent there expressly. The honours must be rendered by salvoes of twenty-one guns by the Hellenic ships which must fly the Italian flag at their masts during the salvoes. Fourthly, a strict enquiry must be effected within five days at the scene of the massacre, in the presence of the Italian military Attaché at Perone. Fifthly, capital punishment must be inflicted on the guilty; sixthly, an indemnity of fifty million lire must be paid within five days; seventhly, military honours must be rendered to the bodies when embarking for Italy. The Note concludes by requesting a reply as early as possible.

A semi-official message states that the preamble to the Note declares the Government is convinced that the moral responsibility, apart from actual complicity in the massacre, belongs to the Greek Government. The Italian Government has reached this conviction after examination of the circumstances of the massacre together with information from various sources, also the persistent campaign of defamation waged by the Greek Press against Italy. Consequently, Signor Mussolini is convinced he is interpreting the indignation of the whole nation and he has instructed the Italian minister to present the Note.

It is learned in London that Signor Mussolini has notified the British and French Governments of the details of the incident. It is probable, therefore, that the matter will be discussed at the Ambassadors' Conference, which it is hoped will form a safety valve.

Athens, August 29.
The Italian Minister yesterday evening handed Italy's Note to the Greek Government, which it has given twenty-four hours in which to reply. The Premier, M. Gonatas, informed the Press that while some of the Italian demands were unacceptable, some would be acceded to. The modification of others would be requested. The Government replies to the Note to day.

Greek Action.

Athens, August 29.
With a view to conducting an enquiry most systematically, a warship is being despatched to Santi Quaranta, near the scene of the massacre, with a police commander and two superior officers of the department of military police aboard.

THE BELGIAN NOTE.

Leaves Position as It Was.

London, August 29.
Ruter learns that competent unofficial circles are of opinion that the Belgian Note leaves the position much the same as before. The recent exchange of inter-Allied Notes is regretted but the Note does not mention the British proposal for an International Commission to assess Germany's capacity for payment. It is felt that mere statements of the Allied claims are valueless and that the whole reparations question must be considered from the viewpoint of Germany's maximum capacity for payment. It appears that the Belgian Note, while considerably reducing the schedule of payment of May, 1921, which fixed Germany's liability at 132 milliards, would still entail payment of about eighty milliards, which competent financial circles in Britain regard as impracticable.

IMPERIAL PREFERENCE QUESTIONS.

Dutch Indies Fear the Effects.

Batavia, August 29.
Dutch Indian tea trade circles are starting a movement to protest against Imperial Preference being made "the main point of the Imperial Economic Conference in October." It is stated here that heavy pressure will be put on the Australian representatives with a view to inducing Australia to give preference to British Indian and Ceylon teas. It is suggested that, as a reprisal, differential duties should be imposed on Australian products in the Dutch Indies which are important customers for Australian butter, flour and coal.

RELEASE OF WELL-KNOWN AGITATOR.

Arza, August 29.
The well-known Khalafatist leader, Mahomed Ali, has been released from jail at Whansi. He earned a reduction of his sentence to imprisonment, for political offence, by his excellent conduct in jail.

Simsa, August 29.
The Provincial Committees are recommending Mahomed Ali, mentioned earlier, as President of the Indian National Congress.

FOR THE CYNICS TO NOTE.

Marseilles, August 29.
"A flying fortress" is the description given to a new type of all-metal aeroplane, carrying eight machine-guns, which has been tested at Marignan. It attained a speed of 140 miles an hour. It is fitted with four engines, each developing 260 horsepower. The test showed the wings could bear a weight of thirty tons without strain.

DUTCH EDITOR'S FATAL FLIGHT.

London, August 29.
Herr Duyzinz, who has been killed at Chipping Ongar in an aeroplane accident, was editor of the Dutch Automobile Club organ "Auto". He had been completing a course of instruction in flying in England during his holiday.

PERSIA COMING TO THE FRONT.

Teheran, August 29.
A German steamer has arrived at Enzeli, from Hamburg, with cargo of sugar and haberdashery. The first post from Europe via Moscow has arrived in Persia.

THE IRISH ELECTIONS.

De Valera Returned for Clare.

(Reuter's Service.)

London, August 29.
De Valera has been elected for County Clare, with three times the necessary quota. The large poll of Ministers is also an outstanding feature of the election results hitherto published. Mr. Cosgrave has secured 17,744 votes at Carlow out of a total of 40,190, which is treble the necessary quota, and Mr. O'Higgins for County Dublin has secured 20,849 out of 57,384. Mr. Mulcahy has topped the poll for Dublin City.

Big Government Majority.

Dublin, August 29.

The position of the parties at midnight was:

Government	27.
Republican	9.
Farmers	4.
Independents	4.
Labour	7.

Professor McNeill and Minister Fitzgerald have been elected for Co. Clare and Co. Dublin respectively. Mr. Walsh, the Postmaster General, topped the poll for Cork City, obtaining treble the votes cast for Mrs. Mary McSwiney, whose election is not yet certain. Mr. Gavan Duffy is at the bottom of the poll for Co. Dublin.

HOME RACING.

Result of Duke of York Stakes.

London, August 29.

At York, the result of the Duke of York Stakes, over a distance of a mile and a quarter, was:—
Papyrus (35/40) 1.
Concertina (3/13) 2.
Tricky Aunt (20/1) 3.

Their respective weights were 9 1/2, 8 6 and 8 1/4. Four ran, and Craig Eleyr, carrying 8 6, finished first, a short head in front of the St. Leger favourite, Papyrus, with Concertina, a head away, third; but Craig Eleyr was disqualified for boring and not keeping a straight course, and the race was awarded to Papyrus.

THE CHESTER CONCESSION.

Canadian Group Involved.

Constantinople, August 29.

The Ankara newspapers express surprise that hitherto no news has come from America regarding the departure of a technical staff to begin work on the Samsun-Sivas railway, which under the Chester concessions must be begun by October 1st. A New York message, which probably explains the reasons for delay, says that Admiral Chester and his associates recently agreed to arbitration between themselves and a Canadian group interested in the concessions. According to the Evening Post the arbitrators have decided that the Chester group must accept three hundred thousand dollars and withdraw all connection with the scheme, but in the event of the Canadian group failing to pay this sum within ninety days, they forfeit to the Chester group all rights in the concessions.

AN AMERICAN-CUBAN DIFFICULTY.

Restrictive Railway Legislation.

New York, August 29.

A modified censorship it is stated is being enforced in Havana in consequence of the situation which has arisen over the Railway Consolidation Bill, passed by the Cuban House of Representatives, providing for the elimination of many small American-owned railways, and requiring all shipments to be made over national railways to twenty-five designated ports. American sugar merchants have filed a protest with the State Department, declaring that the measure is confiscatory. The State Department has asked the Cuban Government to delay further action until American interests be given an opportunity of presenting their case.

AUSTRALIA'S COTTON.

Test Shipment to Japan.

Melbourne, August 29.

The Government's cotton adviser has toured Queensland and reports that the territory is suitable for cotton growing. He considers the year's test sufficiently encouraging to warrant an extension, with the promise of profitable crops. Labour presents difficulties. The adviser recommends mixed farming, including cotton. A Brisbane message says the Minister for Agriculture has arranged that a small shipment of Queensland cotton be sent to Kobe to test the Japanese market.

THE COMMUNIST THREAT.

Conditions in Germany Favourable.

Riga, August 29.

A message from Moscow states that the conditions in Germany are ripe for communism, which is ready successfully to come into the open early next year. This appears in the report of the German Communist leader, Hamer, which was discussed at a special meeting of the executive who decided to grant Hamer's appeal for help.

OUTSIDE THE LAW'S REACH.

Toronto, August 29.

In contrast with the United States Supreme Court's decision, the Canadian Attorney General has decided that the Cuban cruiser Patria, anchored in Lake Ontario, is outside the jurisdiction of the Ontario Temperance Act. The case arose in connection with a charge that liquor was recently served to guests aboard.

A POPULAR QUEEN'S LONG REIGN.

The Hague, August 29.

On the celebration of the twenty-fifth anniversary of her accession, the Queen gave an audience to the Diplomatic Corps, several of whom brought presents. The Chinese Minister conferred on Her Majesty the Grand Cross of the Order of Merit.

WELL DONE, NEW ZEALAND!

Wellington, August 29.

The New Zealand estimates include a hundred thousand pounds sterling as a contribution towards the naval base at Singapore.

LEGISLATIVE COUNCIL.

New Bills Introduced.

GOVERNOR ON ARMS TRAFFIC.

A meeting of the Legislative Council was held this afternoon. H.E. the Governor, (Sir Edward Stubbs, K.C.M.G.), presided and there were also present: Col. C. W. Davy, C.M.G., The Hon. Mr. A. G. M. Fletcher, C.M.G., Colonial Secretary, The Hon. Mr. J. H. Kemp, Attorney-General, The Hon. Mr. C. McL. Messer, Colonial Treasurer, The Hon. Mr. H. T. Cressy, Director of Public Works, The Hon. Mr. E. A. Irving, Director of Education, The Hon. Mr. E. R. Hallifax, Secretary for Chinese Affairs, The Hon. Mr. H. E. Pollock, K.C., The Hon. Mr. P. H. Holyoak, The Hon. Mr. A. O. Lang, The Hon. Mr. A. R. Lowe, The Hon. Mr. R. H. Kotewall, The Hon. Mr. Chau Siu-ki, Mr. S. B. McClellery, Clerk of Council.

New Member.

The Hon. Mr. H. T. Cressy took the usual oath on assuming his seat on the Council for the first time.

Financial Votes.

The following votes, recommended by H. E. the Governor, were referred to the Finance Committee, as also was the vote for \$10,000 left over from the last Council meeting for extension of quarters at the Kowloon Cemetery:—
\$3,000 in aid of the vote Medical Department, Civil Hospital, medicines and surgical appliances.
\$15,000 on account of Kowloon-Canton Railway, special expenditure, Chinese traffic staff quarters.
\$40,000 in aid of the vote Public Works, Extraordinary, filling in tidal flat and cutting down hill between Tai Kok Tsui and Fuk Teun Heung.
\$19,480.10 on account of miscellaneous services, Loss on subsidiary coin.
\$4,000 on account of Public Works, Extraordinary, Hongkong, alterations to Beaconsfield Arcade for S. C. A.
\$30,000 in aid of the vote Kowloon-Canton Railway, Special, accident, Mile 10 1/2.
\$115,000 in aid of the vote Public Works, Extraordinary, Kowloon compensation and Resumptions.
\$1,500 in aid of the vote Public Works, Extraordinary, New Territories, Roads: (b) Tai po to Shun Wa Road.
\$26,000 in aid of the vote Public Works, Extraordinary, Hongkong, Praya East Reclamation Scheme, contribution by Government towards fund for reclamation.
\$100,000 in aid of the vote Public Works, Extraordinary, Hongkong, compensation and resumptions.
\$7,960 on account of Harbour Master's Department special expenditure, new buoys.
\$3,890 on account of the following votes:—Kowloon Canton Railway, Special Expenditure:—Sidings and Crossover at Bridge No. 7, \$1,500; trap points at Tai po Market Station, \$300.
\$1,100 in aid of the vote Kowloon-Canton Railway special expenditure, additional machine for workshops.

Vaccination.

On the motion of the Hon. Attorney General a Bill intituled An Ordinance to consolidate and amend the law relating to vaccination, was read a first time. From the Objections and Reasons we take the following:—
The object of this Bill is to amend the law relating to vaccination as contained in Ordinance No. 2 of 1890. The main reasons which have led to the introduction of the Bill are the unsatisfactory position of public vaccinators at the present time, the abuses which have been found to exist in the general system of vaccination in the Colony, and the necessity of providing a regular method of vaccination for intending emigrants which will be suitable to the requirements of the countries or colonies to which they are about to proceed. The opportunity has also been taken to introduce a number of other

changes of varying importance, some of which have been adapted from the provisions of the Straits Settlements Quarantine and Prevention of Disease Ordinance, 1915.

Clause 3 combines sections 3 and 4 of Ordinance No. 2 of 1890, but substitutes a Superintendent of Vaccination and an independent number of Deputy Superintendents of Vaccination for the Inspector of Vaccination whose position has now become obsolete. Power is also given to the Governor to appoint quarantine stations and to authorise any persons to perform vaccinations in times of emergency, and a sub-clause has been added empowering the Governor to cancel or revoke any appointment or authorisation made or given under the section.

Clause 6 enlarges section 5 of Ordinance No. 2 of 1890, and gives the Governor in Council power to determine the forms of vaccination certificates. It is further provided that regulations to be made in future shall be approved by the Legislative Council, and that the regulations and forms in the First and Second Schedules to the Ordinance shall be in force until altered or amended by regulations made under the Ordinance.

Clause 8 is new and imposes a duty on keepers of certain hotels and boarding-houses to display notices relating to vaccination that may be sent to them by the Secretary for Chinese Affairs, the object being to bring to the notice of emigrants the facilities for vaccination afforded by the Ordinance.

Clause 14 embodies and enlarges sections 6, 7, and 9 of Ordinance No. 2 of 1890, and provides for the compulsory vaccination within a fixed time of all children born in or brought within the Colony. Sub-clause (5) sets out the procedure for such vaccination, and requires the guardian of the vaccinated child to take the child for inspection after the operation. Sub-clause (6) authorises a form of successful vaccination certificate for children. Sub-clauses (7) and (8) provide for temporary or permanent exemptions from vaccination, and sub-clause (9) exempts children from vaccination between May 1 and September 30 in any year. Sub-clause (10) provides that failure to comply with the provisions of the clause shall be deemed a continuing offence.

Clauses 16 to 19 are based on certain sections of the Straits Settlements Quarantine and Prevention of Disease Ordinance, 1915, and give the Medical Officer of Health and the Health Officer of the Port powers of ordering the vaccination of persons subjected to the risk of infection, and of persons arriving in the Colony and desiring to land. These clauses also provide for the detention of persons who disobey the orders of the officers concerned.

Clause 21 is based on a section of the Straits Settlements Ordinance and sets out to make vaccination compulsory for all pupils attending schools in the Colony. It is believed that this is a highly desirable and at the same time a practicable reform.

Clause 20 provides that the Ordinance shall come into force on the 1st day of January, 1924. In introducing the Ordinance to consolidate and amend the law relating to vaccination, the Attorney General pointed out that the main object was to avoid the commercial aspect of the matter. It was a service that should be performed by the Government, and the new law would make it necessary for emigrants to be vaccinated by the Government medical service.

The Arms Bill.

The Hon. Attorney General moved the first reading of a Bill intituled An Ordinance to amend the Arms and Ammunition Ordinance, 1900, and to amend the Arms and Ammunition Amendment Ordinance, 1923. The main provisions of this Bill have already been published.

The Bill went through all its stages and was passed. In referring to the reasons for increased penalties, Mr. Kemp outlined the new provisions, and remarked that the seriousness of the large number of unlicensed arms carried in the Colony, and imported, must be obvious to everybody.

H. E. the Governor, in moving the suspension of the standing orders, said he had no hesitation in taking this course in view of the fact that violent crime in the Colony was increasing.

The Hon. Mr. Kotewall, on behalf also of his Chinese colleagues on the Council, suggested that agents of steamers running to Australia, America and elsewhere from Hongkong, be made to post up warning notices in their vessels, as many returning Chinese emigrants, ignorant of the law, carried small quantities of ammunition and arms.

H. E. the Governor replied that printed notices were in preparation, and would be sent to agents of the ships concerned and to ports affected. The emigrants would have to give up their arms before landing.

His Excellency, referring to the number of persons in possession of unlicensed arms, which they had no intention of using in contravention of the law, said he hoped the Press would make it widely known that no questions would be asked during the next week or ten days if these gave their weapons up to the police, or obtained licences; after that, the new law would be rigorously enforced.

The Colony's Ordinances.

The Council agreed to the first reading of a Bill intituled An Ordinance to authorise the publication of an edition of the Ordinances of the Colony to be known as "The Ordinances of Hongkong, 1844-1923," and to repeal the Statute Law (New Revised Edition) Ordinance, 1911.

The object of this Bill is to authorise the preparation and issue of a new edition of the Ordinances in force in the Colony to be known as Ordinances of Hongkong, 1844-1923. The need for such an edition has been apparent for some time, and it is considered desirable that the new edition should now be prepared.

The Bill is to a great extent based on the Statute Laws (New Revised Edition) Ordinance, 1911, Ordinance No. 19 of 1911, which it repeals, and it contains, so far as can be foreseen at present, all the powers necessary to enable the new edition to be prepared, and all the provisions necessary to secure the validity of the edition in due course.

Crown Rights.

The Council agreed to the second reading of the Bill intituled An Ordinance to amend the Crown Rights (Re-entry) Ordinance, 1870.

Supplementary Vote.

The Hon. Colonial Secretary moved the second reading of the Bill intituled An Ordinance to authorise the Appropriation of One million five hundred and eight thousand five hundred and ninety-four dollars and seventy-eight cents to defray the Charges of the year 1922.

The Bill passed its second and third readings and was finally approved.

TO-DAY.

Closing Exchange Rs. 3. 1/16.
Barometer 2 p.m. 29.61.
Temperature 2 p.m. 81.
Humidity 2 p.m. 88.
High Tide 11.39 p.m. Low Water 6.2 p.m.
Lighting Up-Time 6.43 p.m.

News in To-day's Newspaper.

It will be Carnival Night at the Hongkong Hotel Grill Rooms on September 1st.—See announcement on Page 4.
Classes will open on Monday next for those desiring to learn shorthand.—Page 4.

LISTEN.

Advertising is the first essential for commercial prosperity.

Consignees are notified of the arrival of the following ships:—s.s. "Miner," s.s. "Kertana (I)" and s.s. "Mentor."—Page 4.

A notice concerning the Macao Opium Farming auction appears on Page 4.

The Lusitano Recreation Club's aquatic sports have been postponed.—Page 4.

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EARLIER TELEGRAMS.

THE NEW JAPANESE PREMIER.

London, August 29.

The Times, in a leader on Japanese politics, says that the choice of M. Yamamoto to succeed the late Premier Kato shows how little the real rulers of Japan concern themselves with the parliamentary parties or the obligations of the press. M. Yamamoto's appointment, it says, may perhaps indicate that the influence of the Choshu or the army clan is no longer in the ascendant, since Yamamoto belongs to the Satsuma or navy clan, but it certainly goes to prove that the real seat of power has not moved, and that successive governments have taken small heed of the clamour of the newspapers and the politicians for drastic reforms. The inference is, that they do not believe national opinion to be behind it. They seem to be satisfied, despite such symptoms as the rice riots of 1918, that it remains with themselves, with the inbred traditions of the elder statesmen, and above all with the throne. The policy of this school has been eminently cautious and firm. They may have great ambitions but they know how to keep these in the background, despite occasional disquieting manifestations. The general attitude of Japan remains sober, moderate and pacific. Can the position of this school of statesmen continue indefinitely unchanged, it asks? The decision rests in the hands of the whole Japanese people—a power to the west unknown and inarticulate.

IRISH FREE STATE.

London, Aug. 29.

Early returns of the Free State elections indicate an overwhelming pro-treaty victory; but it is generally agreed that the total poll is disappointing, probably the average for the whole country is below seventy per cent. The Republicans polled in full strength, but the Labourites were most apathetic. The count, which began this morning, has hitherto revealed much cross-voting. Apparently a large proportion of voters have not found the proportional representation system as simple as they imagined. The most satisfactory feature has been the absence of serious disturbances. Altogether the elections have been most orderly, which is regarded as a matter for congratulation in the circumstances. The returns of the three Ministers, Fitzgerald, Hogan and Finian Lynch, are still outstanding. The re-election of the first two is assured, but the last named is doubtful. The Republican, Richard Barton, who was a signatory of the Treaty, has been defeated.

ITALIANS AMBUSHED AND MASSACRED.

Rome, Aug. 29.

Five members of the Italian mission in Albania have been massacred, namely a General, two officers and an interpreter-chauffeur. The crime was committed at a spot eastward of the Greek frontier post of Kakadia, where the road traverses a thick forest. The motor car containing the Italians slackened speed on finding a tree across the track, whereupon thirty to forty shots rang out, killing the whole party. The assailants then decamped. The bodies were not robbed, indicating that the crime is of a political nature.

AERO ENDURANCE CONTEST.

San Diego, Aug. 29.

Expecting to fly 45 hours the endurance airmen landed after flying 37 hours 15 minutes, beating Macready and Kelly who made a record of 36 hours 5 minutes. The machine made fifteen contacts for re-fuelling.

TYPHOON VICTIM.

The Mylie Lost.

(Our Own Correspondent.)

Shanghai, August 29.

Hope was abandoned to-day of the steamer Mylie, 1,207 tons, owned by Moller and Company, which was last seen on the 16th inst. in distress.

It is accepted here that all hands were lost, including upwards of sixty Chinese, and six foreign officers. The Captain was H. Mays, Chief Officer Hudson, First Engineer Harvey Green, Second Engineer J. O. Auld, Third Engineer J. Morgan.

The Second Mate, believed to be a Russian, joined the ship at Chinwangtao, whence she sailed for Shanghai with coal.

The Butterfield & Swire steamer Changchow brought word that she saw the Mylie in distress in the height of the typhoon. The tug sent to search found nothing.

JAPAN'S NEW MINISTRY.

Carrying on Till the General Election.

Tokyo, Aug. 29.—Count Yamamoto, in forming a Cabinet this morning, is busily conferring with the leaders of all parties in the Upper and Lower Houses with the idea, it is freely rumoured, of forming a Coalition Ministry, which shall carry on until the country gives a clear mandate to one party or the other at the general election.—Reuter.

MISSIONARIES MURDERED.

Grave Bandit Outrage in Szechuen.

Shanghai, Aug. 29.—The North China Daily News learns that the Reverends R. A. Whiteside and F. J. Watt, belonging to the Church Missionary Society, were murdered on the 14th August by bandits near Mienchow in Szechuen.—Reuter.

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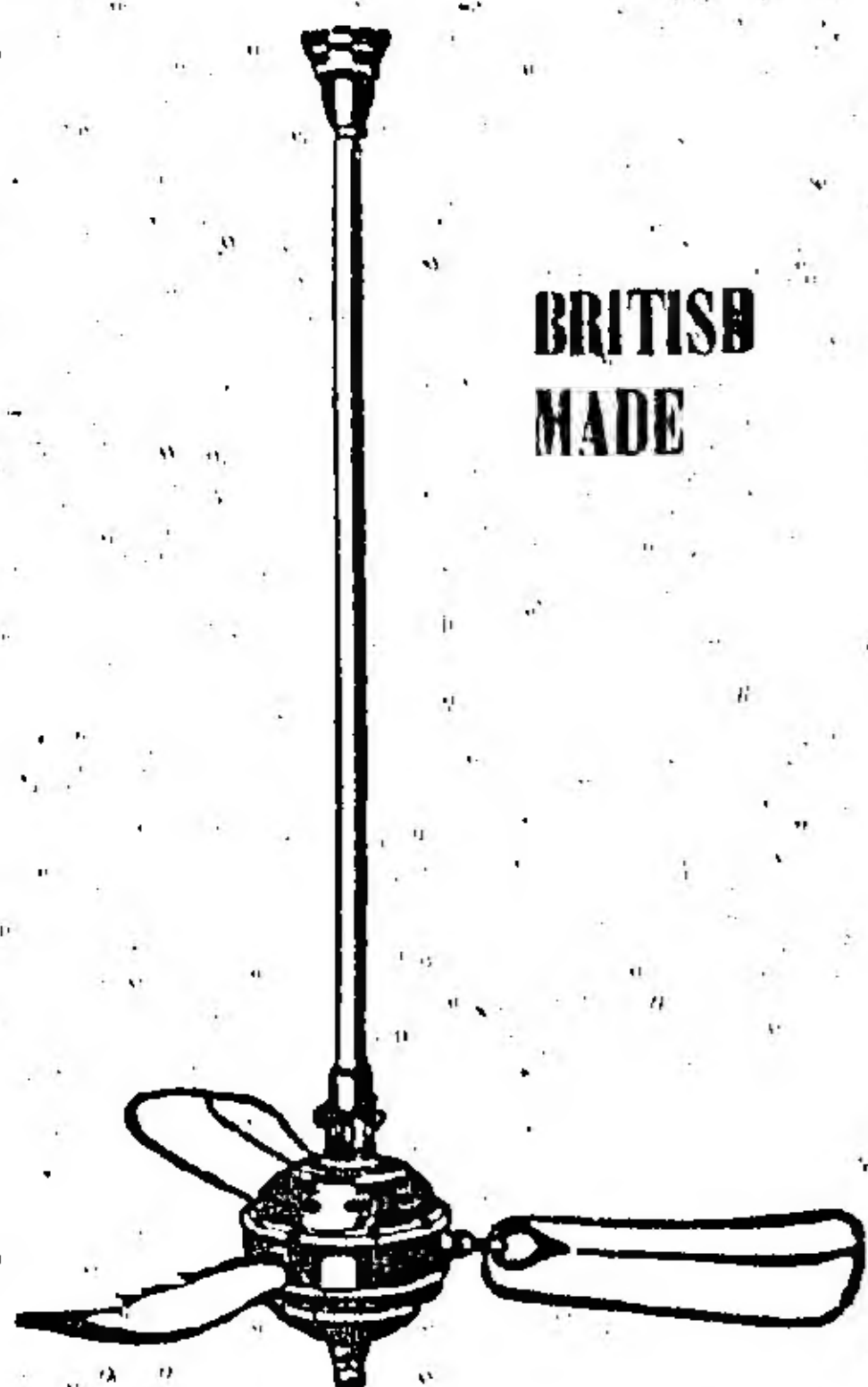
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HONGKONG.

**MONEY LENDER
STABBED.****Serious Charge Against
Chaufeur.**

Li Sin-ching, a motor car driver, appeared on remand before Mr. J. R. Wood at the Magistracy yesterday afternoon, on two charges—of causing grievous bodily harm to an Indian named Pala Singh, money lender, with intent to murder, and of assaulting the Indian with a dagger.

The Indian completed his evidence yesterday afternoon. According to his story the defendant had on many occasions obtained loans from him. He first of all borrowed \$40 which he repaid within three months. Some time later defendant obtained another loan, this time \$50, and this was followed by two further loans of \$60 and \$40. He knew the defendant was employed as a driver at the Hongkong Hotel Garage and this was the reason he lent him money. On the 14th August, 1922, he sued defendant in connection with these loans, which amounted to \$150, but obtained judgment for only \$127, \$100 as principal and \$27 as interest, the suit in respect to the \$50 loan failing because the promissory note was not signed by the defendant. An order was made by the Court against the defendant that payment be made by instalments of \$7 a month. However, only three instalments had been paid. One day in July this year he met defendant outside the Wanchai Garage and asked him why he had not paid up, threatening to take him before the judge if the instalments in rear were not paid. After the conversation it was agreed that further discussion of payment be deferred until a meeting at complainant's house on the morning of the 20th July. The appointment was not kept by the defendant, but the complainant, while on his way to town, met him on the Shaubai Road. With two of defendant's friends they walked together towards Tai Hang village, talking about monetary matters on the way. As he turned his attention to two coolies who were approaching, complainant received a blow in the chest with a dagger. He fell to ground, but got up, pulled the dagger out and ran to the Causeway Bay tram terminus for assistance. There a European helped him to the French Hospital. Some days later, after the defendant was paraded with others in his presence in Hospital and identified him as his assailant.

Further evidence will be heard this afternoon.

FOOTBALL.

Newcastle, 7: China 1.

Newcastle, N.S.W., Aug. 29.

In a match played on the 28th inst., China scored one goal against Newcastle's seven.—*Reuter.*

**ANOTHER LOVE
TRIANGLE.**

Affair which Has "Been
Budding"

Tokyo: While the Arishima-Hatano tragedy is still being discussed with intensity, another sensational love triangle has occurred in which Mr. Tanetsu Mushakoji, second son of Marquis Mushakoji, is involved. Mr. Mushakoji is the founder of the New Village in Hyuga, Miyazaki prefecture, a village planned according to his ideals. He is also indisputably one of the leading literary lights in Japan.

Mr. Mushakoji returned to Tokyo from his village on July 16 and left for Kyoto the next day. He is expected to arrive in Hyuga to-day to meet a man who served as a middleman at the time of his marriage. It is generally believed that Mr. Mushakoji seeks a divorce.

Like Mr. Arishima, Mr. Mushakoji has many admirers. One of these is Miss Yasuko Iikawa, 24 years old, a beautiful young woman.

Out of admiration for Mr. Mushakoji's literary works and school of thought, she went to the New Village to live in January, 1921. The love affair has been budding since she went to his home and lived with his family in the village.

Mr. Shohachi Kimura, an intimate friend of Mr. Mushakoji, declared that the well-known author has published his love affair in form of poems on various occasions in his magazine, the "Shirakaba."

AUSTRALIAN TRADE.

The movement of shipping to and from Melbourne may be accepted as a fair indication of trade activity in Australia. The report of the Melbourne Harbour Trust Commissioners for 1922 discloses a record volume of trade for the year. The total of imports and exports, 4,521,856 tons, exceeded the previous record of 1914 by 229,235 tons, and showed an increase on the tonnage of 1921 of 542,177 tons. There has been a steady advance both in goods and in ships tonnage since 1919. The figures disclosed respective increases of 5 per cent in 1920 to 14 per cent in 1922. The gross tonnage of vessels visiting the port in 1921 was exceeded by 2,293,323 tons. Imports from interstate and coastal ports were greater than those from overseas, the respective figures being 1,853,297 tons and 1,173,620 tons. Tonnage of goods inward and outward was 4,521,856, an increase on the tonnage of 1921. Imports (3,025,917 tons) showed an increase of 313,282 tons, while exports (1,494,939) had advanced by 228,895 tons.

EXILES.

Well, all that's passed and over,
And beggars mustn't choose,
For though our hearts beat
proudly,
There are holes within our
shoes.

And though our thoughts move
proudly,
Yet we have lost the keys
Of all our golden gardens
And summer palaces.

Oh! what's the use of gazing
Back at the road behind.
When there's no friend nor
lover

Will bear your face in mind?
Once we were kings—what
of it?
The world forgets our name—
Yet must I still remember
In secret, all the same

—MARGARET SACKVILLE.

WHITE AUSTRALIA.

Recent statistics indicate that the policy of a White Australia is being effectively safeguarded. Examination of the latest census has revealed that the Asiatic population of Australia has decreased considerably since the previous census of 1911. The number of Chinese has dwindled from 25,772 to 20,674; of Japanese, from 3,576 to 2,921; and of Hindus from 3,696 to 3,534. The total non-European population at both stages was 1911, full-blooded, 37,769; half-caste, 14,554—total 52,323; 1921, full-blooded, 30,612 (decrease 6,977); half-caste, 17,499 (increase 2,945) leaving a net total decrease of 4,032. During the same period, the European population increased by nearly 1,400,000, i.e. from 4,403,662 to 5,387,423.

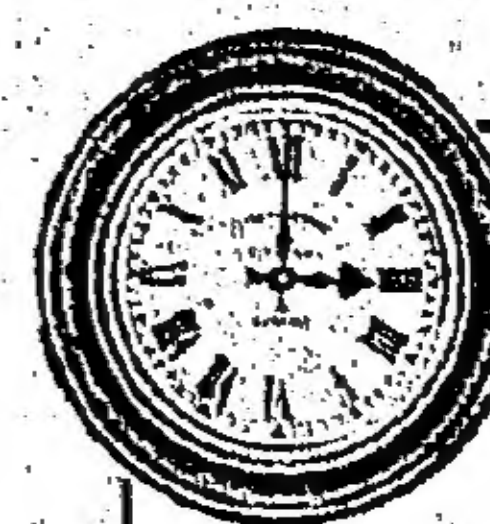
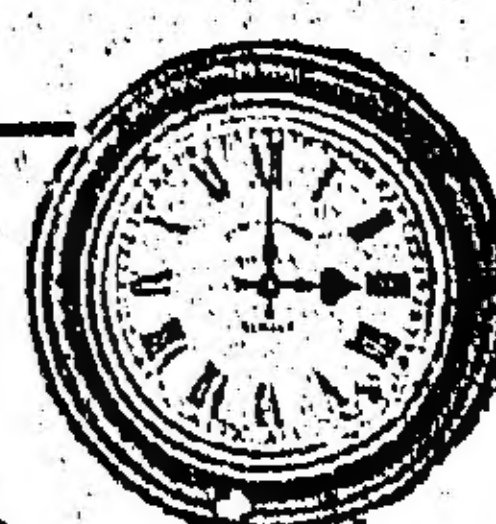
**PREVENTING CARGO
PILLAGES.**

Last year Melbourne Harbour Trust Commissioners made arrangements for police services on the wharves. The increase in the number of police—from 12 to 26—took effect from February 1st, 1921, and figures available showed that out of 557,548 tons of cargo landed during a period just before that date, the claims paid by shipowners for pilloage amounted to an average of 24.6 pence a ton of cargo. Since the new system had been in operation a tally was taken over certain periods, and it was reported that on a quantity of 649,990 tons of cargo landed the claims paid amounted to an average of 3.4 pence a ton. This year the average had been 2.3 pence.

A JAPANESE VIEW.
Mr. Y. Ito, who has taken over the management of Mitsui Bussan Kaisha, Ltd., in Sydney, states that "Japan wants all the Australian wool and wheat it can get, because of its superiority over American produce."

THE VICTROLA

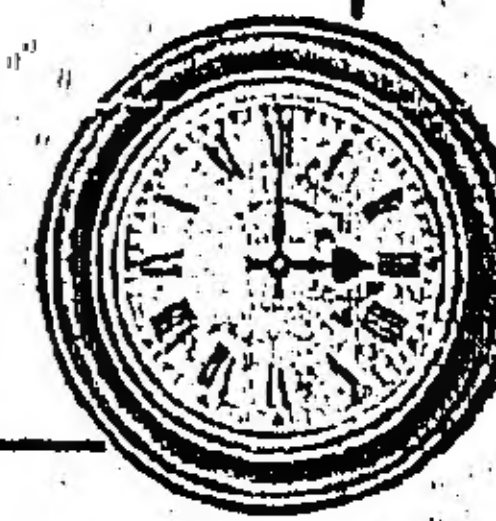
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BIRTH.REMEDIOS.—On the 29th
August, at 36 Morrison Hill
Road, to Mr. and Mrs. M. P.
Remedios, a son.**The Telegraph.**

HONGKONG, 30th August, 1923.

THE PITY OF IT.

The foreigner who observes their daily life must often ponder the reasons for the stoical calm with which the lower-class Chinese meet trouble and disaster. No doubt it is bred of the centuries through which their forbears have struggled against adversity, and especially famine and flood. These reflections were called up yesterday evening by a visit to Wong Nei Chong village, nestling at the southern end of Happy Valley, misnamed for the nonce. The village is composed of very old Chinese dwelling-houses, with brick walls and tiled roofs, all set together in rows with only a narrow paved path between them. They consist of one storey, with an attic, and every square foot of this space is utilised. The villagers are of the coolie class, labouring for hire where and when they can, and supplementing their income by keeping pigs—many of them—and some poultry. A portion of the village has now gone, the old mortar crumbling under the action of yesterday's flood. More than a score of houses collapsed within the space of a few hours, fortunately without much in the way of casualties. The recent big typhoon had wrecked two houses here, and damaged several others, and what the wind did not complete the floods have accomplished.

There was one woman crying yesterday, standing a little apart from the groups of homeless ones. Probably she had suffered a bereavement. In the general philosophic way in which the calamity had been met, this visible human sorrow was peculiarly contrasted. One family had lost a pig, crushed to death before it could get away, as all the others seemed sagaciously to have done; and in this loss of a valuable asset one saw they had suffered a severe blow. In other ways, fate had dealt unkindly with these villagers. Two women, with stolid faces, were digging amidst the bricks and timbers of their demolished home: out of the slush they drew forth odds and ends of household goods, occasionally an article of clothing, always some-

thing that they valued and which they might be able to use again. Others feared to venture into the ruins, lest further collapses take place and entomb them. They stood in knots, or sat on benches that they had retrieved, with their bundles of property around them and conversed in low tones. Perhaps they were discussing the question of whether they should have been left hemmed in like that, at the mercy of the flood-waters. Over everything hung a spirit of gloom.

This old village was already doomed, we understand. In a very few years we shall see a big reclamation completed, with substantial edifices in the place of the present hovels—such of them as are now left standing. Gradually, these dilapidated old houses were to have been pulled down, as the work progressed. Eventually, another link with olden-day Hongkong, when a quiet creek ran through Happy Valley, would have gone. Gradually, too, the inhabitants would have left to make a fresh start—perhaps a successful one—somewhere else. Their present trial is, maybe, but a hastening of the inevitable exodus. No doubt they can find temporary accommodation, and perhaps even assistance, from their more fortunate neighbours. With their hard schooling, they can get over their sense of loss in time. They do not unduly complain, for they accept their calamity as part of the scheme of things. In a very short time we more fortunate ones will probably forget all about them and their troubles. It is the inevitable in human woe; but, the pity of it.

Indians and Kenya.

Apparently the professional agitators in India have found a good thing in the recent Kenya decision, and are now working up trouble for all they are worth. We wonder what they would do if the Government were ever to grant all their demands in full. Probably the shock of having nothing to agitate about would put the quietus on them; so it might be worth trying, if for no other reason than that. Charity begins at home, and the Indian Nationalists might be better occupied in trying to uplift the masses in their own country. We do not intend to suggest more universal education, because if anything were required to prove that improved education is not an unmixed blessing, it is the agitator himself. The truth of the adage that a little learning is a dangerous thing was never better demonstrated, with all the trouble that these half-baked politicians are causing. One of the English papers published in India points out that "the solicitude displayed by Indian politicians for their fellow countrymen in British Colonies contrasts strangely with the indifference shown towards the terrible disabilities under which millions of Indians labour in India." The reference is to the depressed classes, or untouchables, and, as our contemporary comments, "it is indeed extraordinary that, when equal rights with Europeans are claimed in the Colonies for Indians, a large proportion of the population are debarred, not by Government but by their fellow countrymen, from the elementary rights of humanity."

German Chemicals.

A lot of the German chemical patents, seized during the war, proved "unworkable." So testifies a chemist in a lawsuit resulting from the seizure and sale of these patents. This has been common knowledge in the chemical industry. The Germans patented just enough to protect their processes, and left unmentioned enough details to keep their secrets hidden. For instance, in the case of a dye involving 16 steps in the manufacture, they would patent only three steps, and any one using the patent would have to work out the other 13. It is whispered among chemists that some of these patented formulas were misleading to the extent of being more apt to produce an explosion than the desired results, when compounded by outsiders. We note that one chemical patent, dealing with paranitrobenzoylchloroethanol, so we won't go into technicalities.

DAY BY DAY.**KNOCK THE "T" OFF CANT.—**
Coleman Cox.

The health return for yesterday shows one Chinese case of small-pox.

The subscription list for the Hongkong Tug and Lighter Co., Ltd., has closed.

Amongst the passengers who arrived by the President Grant were Mr. L. Forster, Mr. R. C. Morton and Mrs. C. O. Wu.

A Chinese girl, 17 years of age, attempted suicide yesterday by jumping into the harbour from a pier off Ship Street. She was rescued by a member of the Fire Brigade.

We yesterday wrongly advertised a sale of postage stamps which takes place to-morrow as being held by Messrs. Hughes and Hough. The sale is being held by Messrs. Lammet Bros.

There has been admitted to the Government Civil Hospital an Indian guard employed on the s.s. Hailong, suffering from wounds in the head inflicted by some person unknown at Connaught Road Central.

A prisoner at Lai Chi Kok Gaol who was serving six months for burglary was this morning given another three weeks by Mr. C. D. Melbourne for assaulting a fellow-prisoner on July 25th. The complainant is still in hospital.

Much of the American mail which arrived here by the President Grant was delivered sodden with water. It will be remembered that there was recently a fire aboard this vessel and that some of the holds had to be flooded.

A saloon boy, a porter and a pantry boy, all employed aboard the s.s. President Grant, have been admitted to hospital. They accidentally fell overboard whilst the ship was at Lyseum Pass, but were picked up by a fishing boat and taken to the Shaukiwan Police Station.

With reference to the charge against Messrs. Benter, Brockelmann yesterday of failing to affix an embossed stamp on a bill of lading, we are informed that the mistake was made by a Chinese clerk who had recently joined the firm and not, as stated, by a European employee.

The Post Office notifies that the mails from Australia which were despatched by the s.s. Changsha were received intact per s.s. Victoria yesterday morning. The Changsha, it will be remembered, went ashore recently, the passengers being brought on here by the Victoria.

We have received from the Colonial Secretariat a copy of a letter from M. Paul Kramer, Consul for France, conveying to H.E. the Governor a message of sympathy from H.E. the Governor-General of Indo-China, with regard to the losses sustained by the Colony in the recent typhoon, as well as the Colonial Secretary's reply thereto. The latter's reply states:—"The Colony of Hongkong deeply appreciates this indication of the friendship and good-will of the Government of Indo-China and I am to request that you will be so good as to inform His Excellency the Governor-General accordingly."

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

The Chit System.

Sir.—Appropos of Monday's somewhat humorous editorial, re the chit system, I think that the custom so prevalent in Hongkong of living high and faring sumptuously at the expense of the rest of the community, including often poor, hard-working Chinese tradesmen and pedlars, is criminally sinful and damnable presumptuous (using the language of John Bunyan), and deserves anything but humorous notice.

It is a great moral wrong that hard labour of the most rigorous kind cannot be given to such parasites on society.

Yours, etc.

CASH DOWN.

Hongkong, Aug. 29th, 1923.

**TYPHOON
PRECAUTIONS.****Rocket Apparatus Not
Approved.**

At this afternoon's meeting of the Legislative Council, the Hon. Mr. H. E. Pollock asked the following questions:—

Will the Government—

- Keep a stock of rockets with Life Saving Lines attached at the principal wharves on both the Hongkong and Kowloon sides of the harbour;
- Build high-powered Motor Life Boats or high-powered Tugs for saving life in bad weather;
- Form a Life Saving Corps, consisting partly of Government officials, and partly of others who are not in the Government Service and who are willing to be enrolled for Life Saving Service in typhoons.

The Hon. Colonial Secretary replied as follows:—

(a) A similar proposal was made in consequence of the typhoon of 1906, and after careful consideration and consultation with the Commodore it was decided that a rocket life-saving apparatus would not serve a useful purpose. The conformation of the harbour is such that vessels swept from their anchorage in typhoons are ordinarily stranded in positions from which there is direct access to the shore or where there is no danger of breaking up from the action of the sea. In a case such as that of the s.s. Loong Sang, where a vessel drifts at a rapid pace and finally sinks, a rocket apparatus would be useless, as the ship must be stationary to allow of the hawser being set up. A Committee appointed in 1920, "to consider the question of making provision for the protection of life and property in the harbour during typhoon weather," did not see fit to recommend the use of a rocket apparatus. There were no circumstances connected with the recent typhoon which, in the opinion of the Government, call for a reconsideration of this matter.

(b) The proposal for the provision of a high-powered lifeboat has been considered on former occasions and has been rejected. The Committee of 1913 recorded the opinion that there was no work within the scope of a life-boat which could not equally well be carried out by tugs and launches provided with life-lines. An arrangement was made in the year 1920 with the Naval Authorities, whereunder, when there are immediate prospects of the weather conditions becoming so bad as to place native craft in danger of being unable to make shelter on their own account, two naval tugs are made available to assist to tow such craft to shelter. The Government will give further consideration to the use of tugs for the purpose of saving life during a typhoon.

(c) A volunteer corps for saving life in typhoons was established in 1872, and it was re-established after the typhoon of 1908. The movement died out as soon as the first enthusiasm was gone, and there is no record of any useful work done by the corps. In view of this experience, the Government considers that it would be useless to make further experiments in this direction.

EAST RIVER FIGHTING.**Getting Ready for the
Battle.**

Owing to the serious situation on the East River, all the available forces from Canton, as well as from the Shun Tak and Fa Yuen districts, have been ordered to the front. The commandeering of coolies and of junks is again proceeding in full swing. A report from Shekling states that the Yunnanese troops there, after Dr. Sun had promised to pay them a lakh and a half of dollars in three days, have agreed to proceed to the front, and that General Chan's forces, in view of the reinforcement of Sun's troops, have taken up defensive positions, pending the arrival of further men from the east.

Another report says that Gen. Lau Tsun-wan's forces have been encircled at Fei Ngu Lung, communication with the main force being cut off. It is believed that both sides are collecting strong forces and that a big battle may take place in about ten days.

LAUNCH DISASTER.**Findings of the Commission
of Enquiry.**

There was laid on the table at the Legislative Council this afternoon the findings of the Commissioners appointed to enquire into the circumstances attending the capsizing of the steam launch *Fei Din Yai*, which occurred in the southern fairway of the harbour on July 8th, resulting in some 25 persons losing their lives. The Commissioners were Commander C. W. Beckwith (Chairman), Mr. W. Davidson and Mr. F. W. James. Their report is as follows:—

1. We find that the capsizing of this launch was due to the following reasons:—
(a) A large number of passengers with their baggage collected on the starboard side preparatory to leaving the launch which was then lying stopped in the Southern Fairway off Salt Fish Lane.
(b) A number of cargo dealers with their coolies came on board over the starboard side at the same time as the passengers were preparing to leave.
The effect of this was to cause the launch to list heavily to starboard and to ship a large amount of water with the result that she lost her stability and sank almost immediately.

As far as can be ascertained, the launch was carrying not more than eighty passengers (which is some fifty less than the maximum allowed by her licence) and fifty piculs of cargo consisting of lichees, vegetables and salt fish. We are of opinion that this amount was not excessive, and that in all probability the disaster would have been averted had it not been for the action of the cargo dealers and their coolies.

Stability.

2. All the technical evidence goes to prove that this launch had exceptionally good stability with a large righting moment, thus making her safe but uncomfortable in a seaway owing to quick roll.

Recommendations.

3. (a) Under existing regulations, any launch or ship under 60 tons holding a passenger licence is entitled to carry passengers outside the Harbour Limits according to the number specified in her licence. We are of opinion that in future, launches carrying passengers to places outside the Harbour Limits should be tested for stability, and if necessary ballasted in order to give them a greater margin of safety.

We consider this necessary because of the common practice of Chinese passengers to huddle together in any one place to avoid wind, rain or sun.

(b) All direct openings to the engine room or "tween deck" spaces should be provided with effective water-tight coverings to prevent the ingress of water under normal conditions.

(c) No passenger-carrying launch should in future be permitted to embark or disembark passengers, or to load or unload cargo, in any fairway or at any place other than at a wharf, pier, or ship, or at such place as the Harbour Master may direct.

CHINSHAN TROUBLE.**Threat to Destroy Model
Village.**

News from Macao is to the effect that Chan Chak, the River Defence Commissioner under Dr. Sun, with seven gunboats from Kongmoon and a few hundred soldiers, recaptured Chinshan and Peppa Island on the 27th instant. General Chan Wing-on had previously left with his forces, proceeding towards Haungchow. Therefore no fighting took place.

It is said that Chan Chak intends to demolish General Chan Wing-on's native village, Wong Man Chay, which is situated about three miles from Chinshan. This is a model village built in the American style, with electric light and a waterworks scheme. The villagers have fled in panic.

WOMAN KILLED.**Knocked Down by Train.**

A fatality on the Kowloon-Canton Railway is reported. A Chinese woman, aged about thirty, was knocked down by a train at No. 25 bridge near Tai Po Kau, and was killed. This occurred as the last train from Kowloon was passing the spot.

THE "SUISANG"

Launched at Kowloon Docks.

There was launched to-day, at the Kowloon Docks, the new Indo-China Steam Navigation Company's steamer Suisang. A description of this vessel, which is intended for the Hongkong-Manila run, was given in our issue of yesterday.

A heavy downpour of rain somewhat interfered with the arrangements, but the right note of enthusiasm was not lacking as the vessel slid down the slipways after the customary bottle of champagne had been broken against her bows. This pleasant ceremony was performed by Mrs. Bernard, wife of the Chairman of the Hongkong and Whampoa Dock Company. The vessel took the water without mishap, to the accompaniment of much crackling, lobbing of syrens and volleys of cheers from the large number of visitors present.

The Speeches.

The customary speeches were made in the spacious loft, which has been the scene of many such gatherings.

Mr. Bernard said:—Ladies and Gentlemen,—On behalf of the Directors and staff of the Dock Co., I wish to thank you all for honouring us with your presence to witness the launch of the steam ship "Suisang". This vessel has been built to the order of the Indo-China Steam Navigation Company, and I feel confident she will prove to be a most useful and valuable addition to the Company's fleet. She is being fitted with the most up-to-date arrangements for handling cargo, and will also have very excellent accommodation for passengers. The "Suisang" is destined to run between Hongkong and Manila, and I hope some of you who have witnessed the launch to-day will take an opportunity of travelling in her, and testing for yourselves the behaviour of the ship at sea. I will now ask you to join me in wishing success and prosperity to the Suisang and all who sail in her.

Mrs. Bernard received the thanks of the Dock Company for performing the christening ceremony and was presented by Mr. G. W. Barton with a platinum bracelet as a memento of the occasion.

Mr. Bernard, on behalf of his wife, expressed her appreciation of the gift and her thanks to the Company.

The Hon. Mr. A. O. Lang said:—"I have been invited to reply to the toast of the Suisang, and it gives me great pleasure to do so. As a Director of the Indo-China for several years, I can testify to the excellent construction of the ships that have been built here for this Company. The fact that in addition to the vessel which has just been launched there is another nearing completion and another one only recently laid bears eloquent testimony to the high opinion my fellow Directors and myself entertain of the quality of the steamers turned out by this dockyard."

"As Mr. Bernard has said, the Suisang will trade between Hongkong and Manila and replace one of the Company's older ships, and special arrangements have been introduced into her to cope efficiently with the perishable goods traffic which we trust will be appreciated by Chinese supporters. Further, she is well fitted as a first-class passenger steamer, and having an exceptionally good turn of speed, should prove popular with the travelling public."

"The Loongsang which was sunk in the harbour during the typhoon of August 18th, had for many years been on this run, and I am glad to have this opportunity of expressing the deepest sympathy of the Dockyard and the General Managers for those who lost relatives and friends in that terrible catastrophe. The General Managers have asked me to express their thanks for and appreciation of the prompt and valuable services rendered by the naval authorities on this occasion and for their invaluable co-operation in searching for survivors. I now want to thank you all for the kind manner in which you have responded to the toast of the Suisang, and will ask you to join me in wishing all good fortune for her builders, the Hongkong and Whampoa Dock Company."

Mr. E. Cook, acting General Manager of the Dock Company, in the course of his remarks, said that the Dock Company and the Indo-China Company marched side by side and it was therefore fitting for him to express to that Company and its officers, whose

STARTING A BUSINESS.

Canton Immigrant's Troubles.

Canton being rather disturbed just now, one of the citizens of that port took it into his head to come down and set up in business in the more peaceful territory of the Colony of Hongkong. He decided to open a furniture shop. Looking around him, he discovered that Whitfield, Causeway Bay, had no furniture shops. Just the place, he thought.

The immigrant now had to find suitable premises in which to start operations. He took part of the ground floor of No. 29, Whitfield, and to close the deal paid \$24 rent in advance. So far so good. Now, the next thing he had to do was to get some foks for his business. Our merchant returned to his native city for this purpose, and it is to be presumed that he there hired the labour he would require. Meanwhile, a month elapsed. He returned to Hongkong, paid another month's rent in advance, bought his bed boards and desk and then went back to Canton to bring down his foks and commence business. But when he again saw the man from whom he had rented his premises our merchant had an unpleasant surprise. No foks could sleep there, he was told, and there was to be no manual labour (which was understood to mean no furniture-making). So all the merchant's hopes were dashed to the ground, and, to make matters worse, he had lost money over getting his foks, who, of course, he had, to dismiss. But matters were not to be allowed to rest there. It was a matter for legal advice, thought our immigrant. Both parties saw solicitors and Mr. Justice Gompertz, sitting in the Summary Court, was asked this morning to put matters right.

Mr. G.G.N. Tinson conducted the merchant's case and Mr. McCallum appeared on behalf of the landlord who let the premises. During the hearing of the dispute it seemed that the landlord did not want to prevent the immigrant taking possession of the premises, but he appeared to think that there were going to be a lot of coolies sleeping there, and to anything like that he had strong objections. After both sides of the question had been put, his Honour suggested that the case might be met by possession of the premises being given up and each party paying his own legal costs. The solicitors said they would consult their respective clients to see if they would agree to this proposal, and the case was accordingly allowed to stand over to see if some settlement could be arrived at.

THE RAINFALL.

12½ Inches in Three Days.

The Observatory report states that the total rainfall for the 24 hours ended at 10 a.m. to-day was 1.91-inch. For Tuesday, the fall was 2.63 inches and for Wednesday 7.97 inches, the total for the three days, therefore, being 12.51 inches.

Further minor landslides are reported in various parts of the Colony especially in the hill district, whilst another serious slide has occurred at Castle Peak, near the new police blockhouse.

gallantry had been shown in the recent calamities, our sorrow and our sympathy in the losses of life and property they had recently sustained. The last two months have been very trying for the Dock Company's staff, who through all, and one and all, have done their best for the safety and security of the vessels in their charge, and from the kind way in which the toast of the Dock Company has been accepted, I conclude that our efforts do not pass unrecognised, and on behalf of the staff, I tender thanks. It is now my pleasant duty to ask you to drink to the health of our guests, and I am proud to be able to couple with this toast, the name of Commodore Grace, whose interest and gentility is such a feature of all meetings, whether concerned with work or play in Hongkong. Commodore Grace, speaking as a new-comer to the Colony, gave his impressions of the growing rise of the Colony as an industrial port, of which the launching of the Suisang that day had furnished a striking instance. He also referred to the warm and cordial relations between the naval men and residents of this Colony.

RUSSIAN REFUGEES.

Replies to Mr. Pollock's Queries.

The following questions were asked by the Hon. Mr. R. E. Pollock at this afternoon's meeting of the Legislative Council:—

1. With reference to the recent influx of Russian Refugees into this Colony, will the Government state approximately:—
(a) How many Russian men.
(b) How many Russian women.
(c) How many Russian children have landed in this Colony during the last two months, and also how many of such persons were landed in a destitute condition?
2. Will the Government also state whether there is now in this Colony any Consular representative of Russia, and whether such Consular Representative has accepted responsibility for the conduct of such refugees and for their being sent on from this Colony to Europe or elsewhere, and, if so, when?
3. Generally will the Government state what action it intends to take in regard to such refugees?

The Replies.

The Hon. Colonial Secretary replied as follows:—

1. (a) Twenty-five Russian men; (b) Twenty-nine women, and (c) Five families of children landed in the Colony during the period 14th June to 14th August. It is impossible to say how many of these persons can be classed as refugees. Only one person is known to have landed in a destitute condition, and he was returned to Shanghai at the expense of the Shipping Company concerned. During the same period, thirty Russian men, nineteen women and four families of children left the Colony. Most of the Russians passing through the Colony are on their way to Australia as immigrants.
- 2.—There is no Russian Consular Representative in the Colony, and no other Consular Representative has accepted responsibility for persons of Russian nationality in the Colony.
- 3.—The situation does not at present appear to call for any special action.

THE "MYLIE."

No Trace of the Vessel.

With regard to the Moller Company's steamer Mylie, believed to have gone down with all hands in a gale on August 23rd, a Ruter message says a salvage tug was despatched to the Saddle, where the Mylie was last seen driving helplessly before the gale towards the Saddle. The tug yesterday afternoon reported that no trace of the vessel could be found.

Chief Engineer's Body Found.

(Our Own Correspondent.)

Shanghai, Aug. 29. The steamer Sinkiang has picked up a lifeboat of the Mylie ninety miles from Shanghai, containing the body of the Chief Engineer, Mr. Green. Later the Sinkiang encountered a life-raft, on which was found a dying Chinese messboy who survived six days adrift, seeing five Chinese companions perish. He was revived and brought to Shanghai with Mr. Green's body. The boy is evidently the sole survivor.

THE STAR.

"The Lone Wolf's Daughter."

"The Lone Wolf's Daughter" is the attraction at the Star from to-day until the end of the week. It is an exciting drama adapted from stories which have appeared in the Saturday Evening Post. There are plenty of thrills, and a mystery which will keep the audience "guessing" all the way through. Louise Glaum appears in the leading role, and is supported by an excellent cast. The management of the Star are planning some special programmes for the coming winter season, preliminary announcements of which may be expected shortly.

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Greater Love Hath No Man for his pipe

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HONGKONG CIGAR STORE!

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BEYOND THE PALE.

BY BERTON BRALEY.

I try to love my fellow man, I do in all sincerity! And it is very seldom that I fail. I know that I have every need for tolerance and charity. And other folks are similarly frail. I can forgive a lot of things, from forgery to homicide. Most every sin that history reveals. But there's one sort of criminal who brushes all my calm aside—The bird who wields a toothpick after meals!

I can forgive some guys who live a life of deep depravity. But not the goof who probes in every tooth! Who tries to trace within his face the locus of a cavity! He drives me to insanity in truth! I know that I have faults galore—too many to be numbering—So I cannot be harsh upon a sinner. But nix upon the sort of man who mixes meals with lumbering! The bird who wields a toothpick after dinner!

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ARROL-JOHNSTON and GALLOWAY CARS.

The prices of these cars in Hongkong will be the local equivalent of the listed prices ruling in GREAT BRITAIN.

We have made arrangements with the Arrol-Johnston Company, whereby a visitor to Great Britain from the Far East will be enabled to purchase at list prices an Arrol-Johnston or a Galloway Car for his use in the Homeland, and on his return to the Far East to have the car sent to the factory to be overhauled and suitably geared for the Colony of Hongkong. In addition, the car would be packed, insured, and shipped to us for delivery in Hongkong, free of all charge to the owner.

Further particulars can be obtained from our Garage Showroom in Pedder Street.

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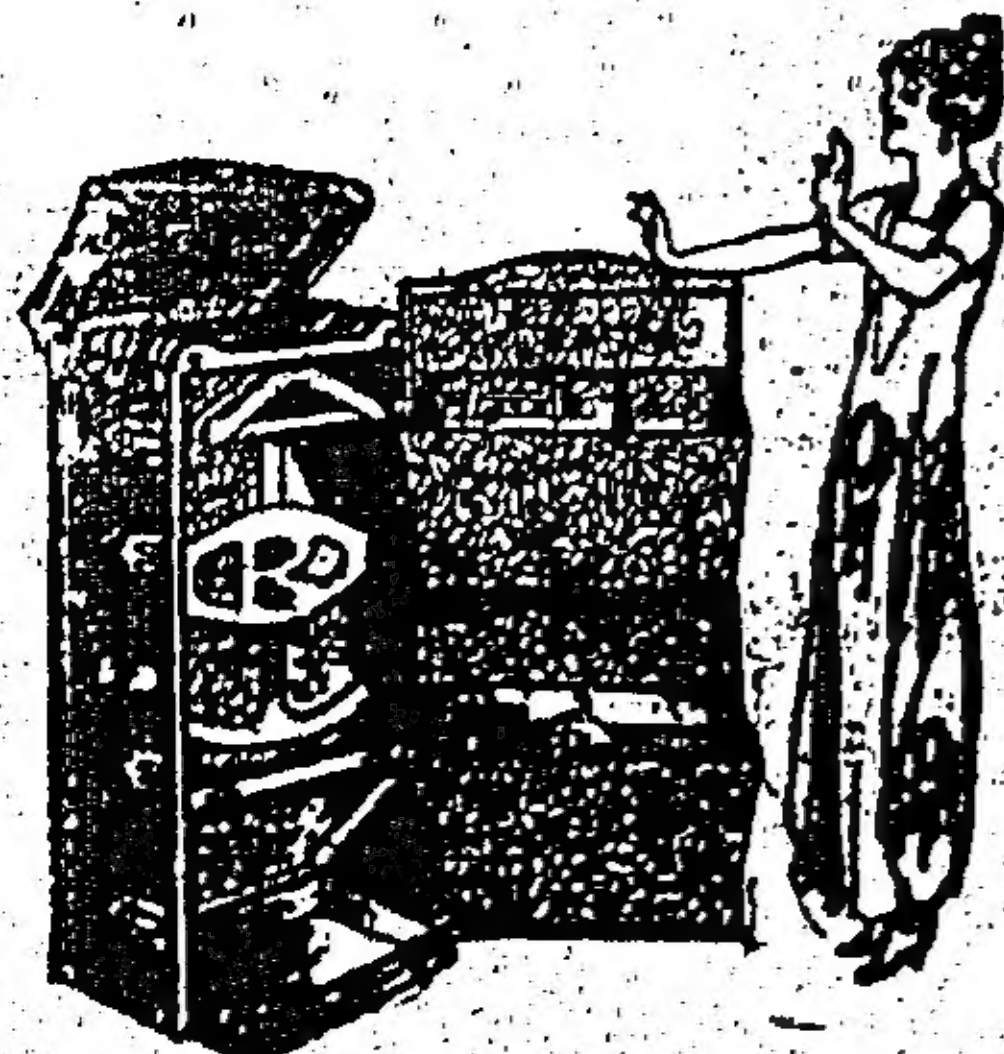
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CAMERA NEWS.



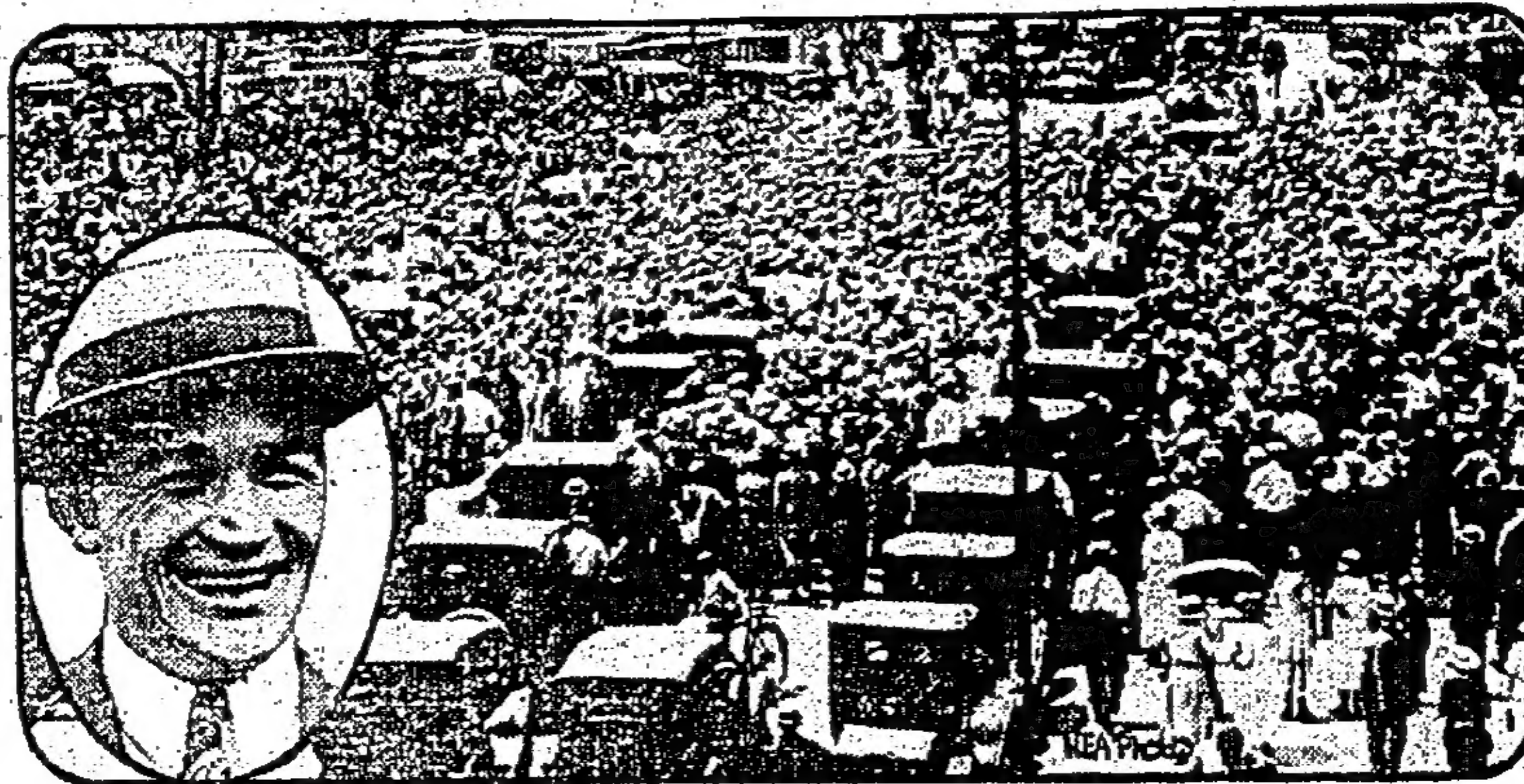
A typical snapshot of Suzanne Lenglen.



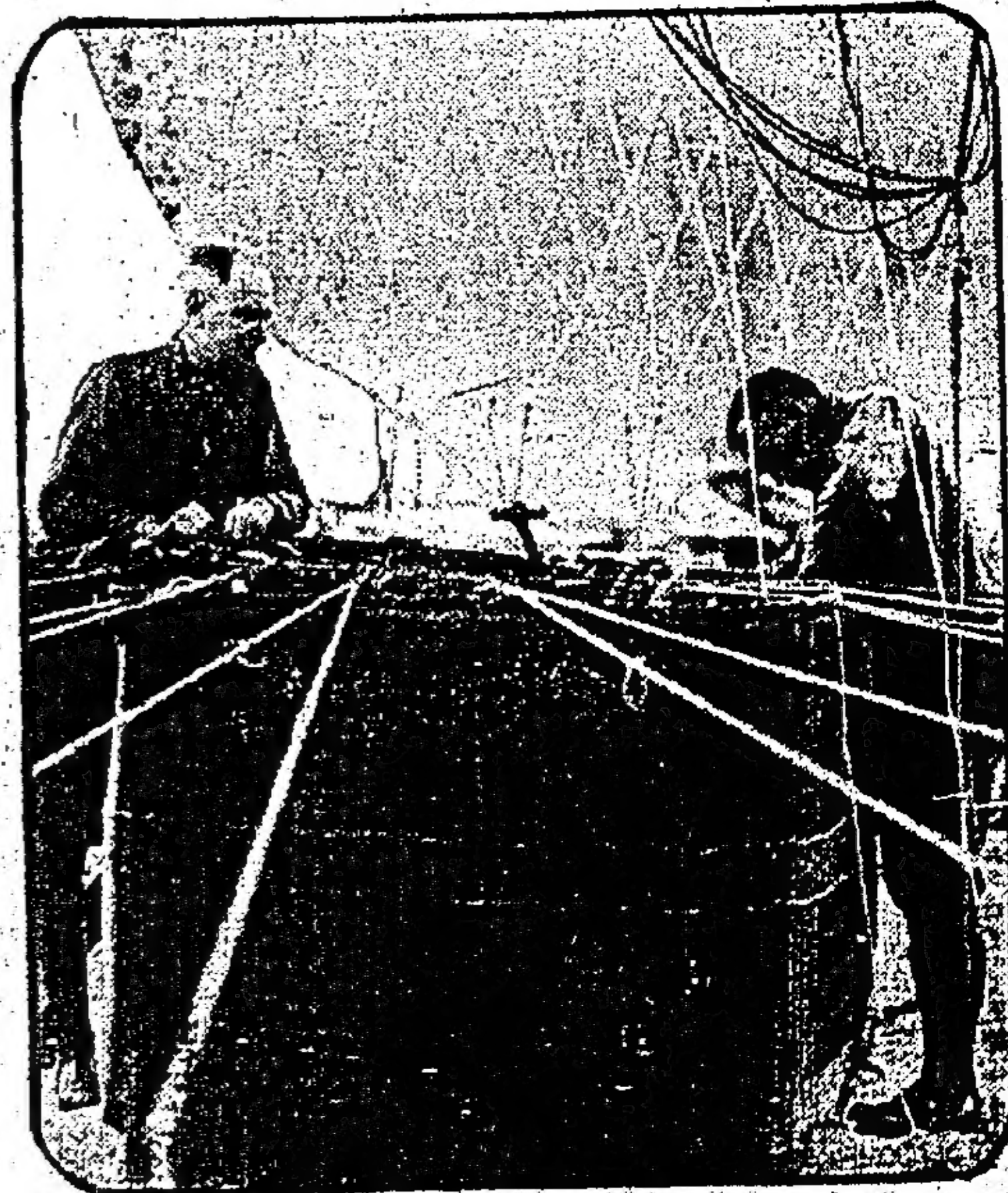
The new President of Lithuania, Aleksandras Stulginskis.



J. B. Hawkes, member of the Australian tennis team.



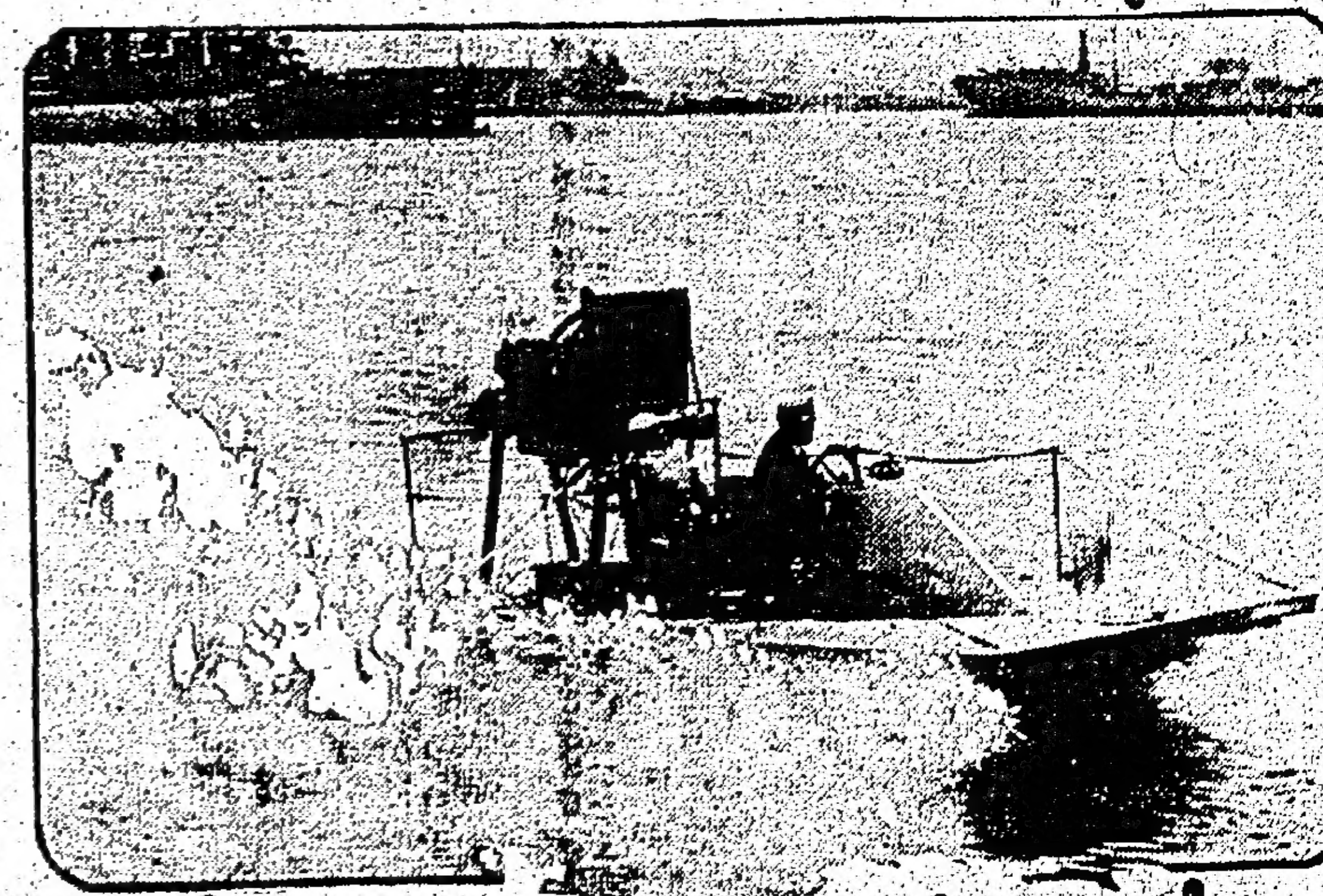
When Tommy Gibbons returned to his home town, St. Paul, after keeping Dempsey off for 15 rounds, at Shelby, an enormous crowd greeted him at the railroad station. Tommy was presented with flowers and speeches.



The American Legion entry in the recent Indianapolis race (shown here) did not meet with much success. It was crushed flat at an altitude of 20,000 feet by converging storms as they passed over Frankfort Springs, near Pittsburg. Captain Charles E. McCullough (left) of Baltimore and Lieutenant Carlton F. Bond (right) narrowly escaped death.



Miss Elena Jurado, first Filipino movie star, had her chance when all San Francisco was combed for someone to fill a special part. She was such a success that she now has her own company.



The latest thing in aviation circles is the "rescue-sled" shown above. Many planes get disabled in tests and are compelled to land on mud flats near the Naval Air Station, San Diego. So this sled, which draws but eight inches of water, carries six men and travels 30 miles an hour, was devised. It tows the planes.

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Empress of Asia	Sept. 22 Oct. 8	Emp. of France	Oct. 13 Oct. 18
Empress of Canada	Oct. 4 Oct. 22	Emp. of Scotland	Oct. 27 Nov. 2
Empress of Russia	Nov. 1 Nov. 19	Emp. of France	Nov. 24 Nov. 30
Empress of Japan	Nov. 17 Dec. 3	Emp. of Scotland	Dec. 9 Dec. 15
Empress of Korea	Nov. 20 Dec. 17	Emp. of France	Dec. 23 Dec. 29

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\$ SHINYO M...	22,000...	Aug. 31.	\$ TENYO M...	22,000...Oct. 25.
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‡ TAIYO M.	22,000...	Sept. 26.		
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Steamers	Tons	Leave Hongkong
GINYO MARU	18,000	Sept. 5
ANYO MARU	14,000	Oct. 20
SEIYO MARU	14,000	Dec. 4
RAKUYO MARU	17,500	Jan. 15

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SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

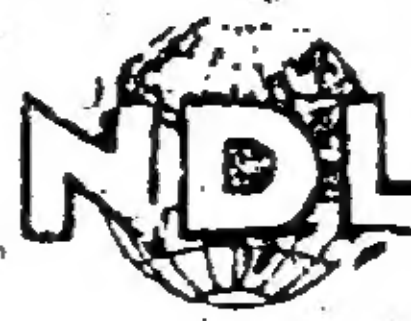
S.S. ISLA DE PANAY ... 30th August.

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"PRESIDENT GRANT" ... Sept. 7th.

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"PRESIDENT MCKINLEY" ... Oct. 1st.

"PRESIDENT JACKSON" ... Oct. 13th.

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PATROCLUS	4th Sept.	Marseilles, London & Rotterdam
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MENTOR	25th Sept.	London, Rotterdam & Hamburg
ADAPENOR	9th Oct.	London, Rotterdam & Dunkirk

LIVERPOOL SERVICE

ADAMEMNON	1st Sept.	M'les, Havre, Liverpool & Glasgow.
KE. TEMPLAR	20th Sept.	Genoa, M'les, Liverpool & Glasgow.
PROMETHEUS	1st Oct.	M'les, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

ACHILLES	12th Sept.	Victoria, Seattle & Vancouver
PHILOCTETES	26th Sept.	Victoria, Seattle & Vancouver

NEW YORK SERVICE

ANTILCHUS	4th Sept.	via Suez & Boston
BELLEROPHON	15th Sept.	via Suez & Boston

PASSENGER SERVICE

MENTOR	31st Aug.	for Moji, Kobe & Yokohama
PATROCLUS	4th Sept.	for Singapore, Marseilles & London
MENTOR	14th Sept.	for Singapore & London
TEIRESIAS	3th Nov.	for Singapore & London
SARPEDON	11th Dec.	for Singapore, Marseilles & London

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S.S. ANTILCHUS	... via Suez Canal	5th Sept.
S.S. BELLEROPHON	... via Suez Canal	15th Sept.
S.S. CITY OF BAGDAD	... via Suez Canal	25th Sept.
S.S. PERSEUS	... via Suez Canal	5th Oct.

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FOR KEELUNG via Swatow & Amoy

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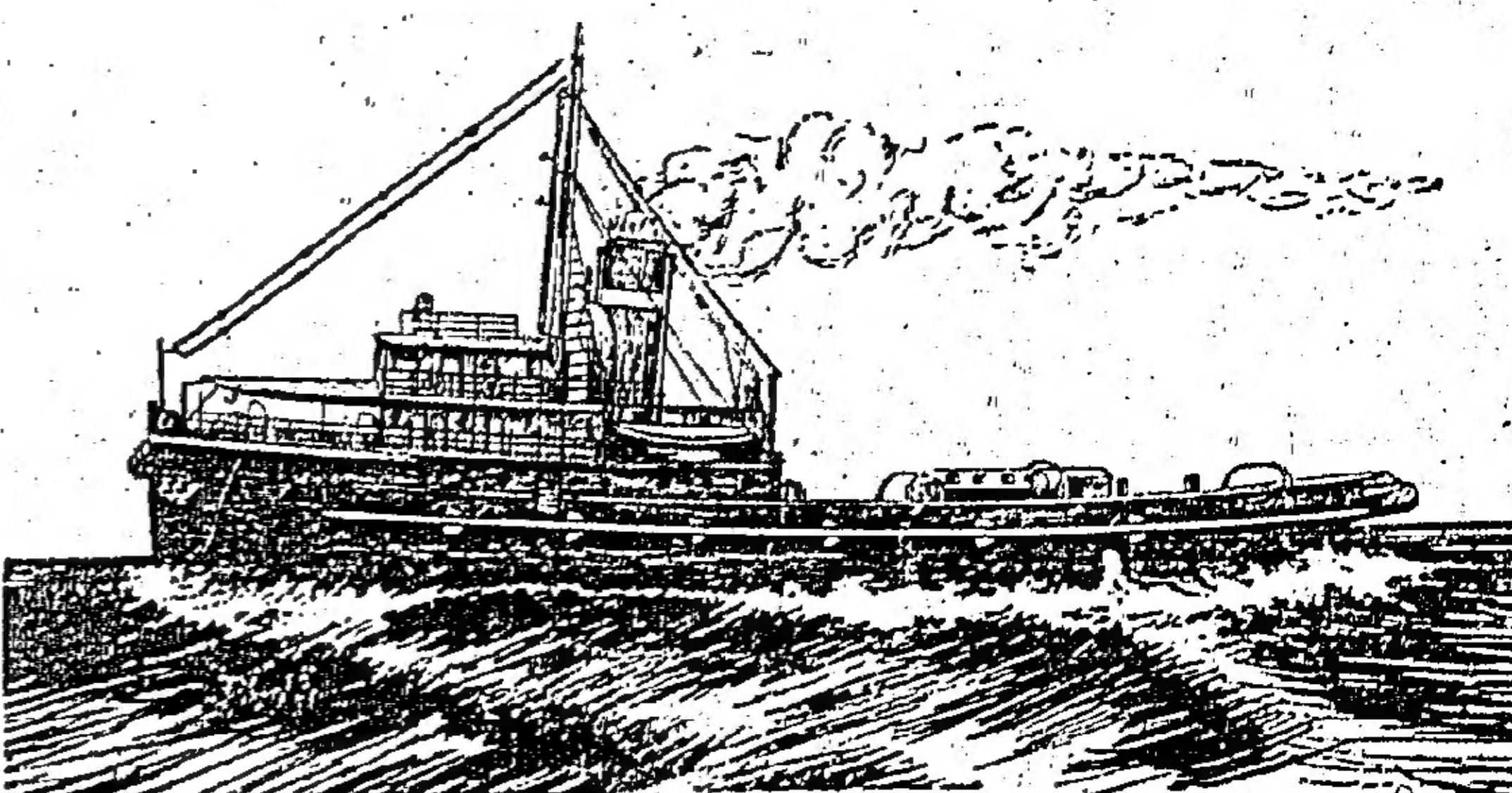
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CONSIGNEES.

NOTICE TO CONSIGNEES.

ADMIRAL ORIENTAL LINE. The Steamship "FELBECK"

having arrived from New York, via ports on August 27, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hongkong and Kowloon Wharf & Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on Sept. 1st. at the Company's Surveyors, Messrs. Anderson & Asho.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognised after the goods have left the Godowns, and cargo undelivered on and after Sept. 3rd, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board.

Emergency Fleet Corporation.

Agents,

THE BARBER STEAMSHIP LINES, INC.

ADMIRAL ORIENTAL LINE

4, Des Voeux Road.

Hongkong, 28th August, 1923.

NOTICE TO CONSIGNEES.

ADMIRAL ORIENTAL LINE.

The Steamship

"PRESIDENT GRANT"

having arrived from Seattle, via

via ports on Aug. 29th. Con-

signees are hereby notified that

their cargo is being landed at

their risk into the hazardous

and/or extra hazardous god-

owns of the Hongkong & Kow-

loon-Wharf & Godown Co., at

Kowloon, & stored at consignees' risk.

Consignees of Cargo must pro-

duce an Import permit signed by

the Superintendent of Imports

and Exports, Hongkong, before

Bills of Lading will be counter-

signed.

All broken, chafed and damag-

ed cargo is to be left in the Go-

downs where it will be examined

at 10 a.m. on Sept. 4th. by the

Company's Surveyors, Messrs.

Anderson & Asho.

All claims must be presented

within thirty days of the steamer's

arrival here, after which they

cannot be recognised. No claims

will be recognised after the goods

have left the godowns, and cargo

undelivered on and after Sept.

5th, will be subject to rent.

No Fire Insurance whatever

will be effected.

Consignees are requested to

send in their Bills of Lading for

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES INCORPORATED IN ENGLAND.

TRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MADAGASCAR, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
MACEDONIA	11,089	7th Sept.	B'bay, M'les, L'don, A'warp
SICILIA	8,413	18th Sept.	S'pore, P'ang, C'bo & B'bay
DONGOLA	8,083	21st Sept.	M'les, Gib., L'don & A'warp
MANTUA	10,902	5th Oct.	B'bay, M'les, Gib., L'don & A'warp
SUDAN	6,696	17th Oct.	S'pore, P'ang, C'bo & B'bay
KARMAJA	9,998	19th Oct.	M'les, Gib., L'don & A'warp

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,052	2 Sept. 2 p.m.	S'pore, Penang & Calcutta
JANUS	4,824	9th Sept.	S'pore, Penang & Calcutta
TAKADA	6,949	28th Sept.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	1 Sept. 4 p.m.	Manila, Thursday Is.
ARAFURA	6,000	6th Oct.	Townsville, Brisbane
ST. ALBANS	4,500	3rd Nov.	Sydney & Melbourne

For further information apply to—
 JARDINE, MATHESON & CO., LTD.
 Agents, 215, Queen's Road Central, Hongkong.

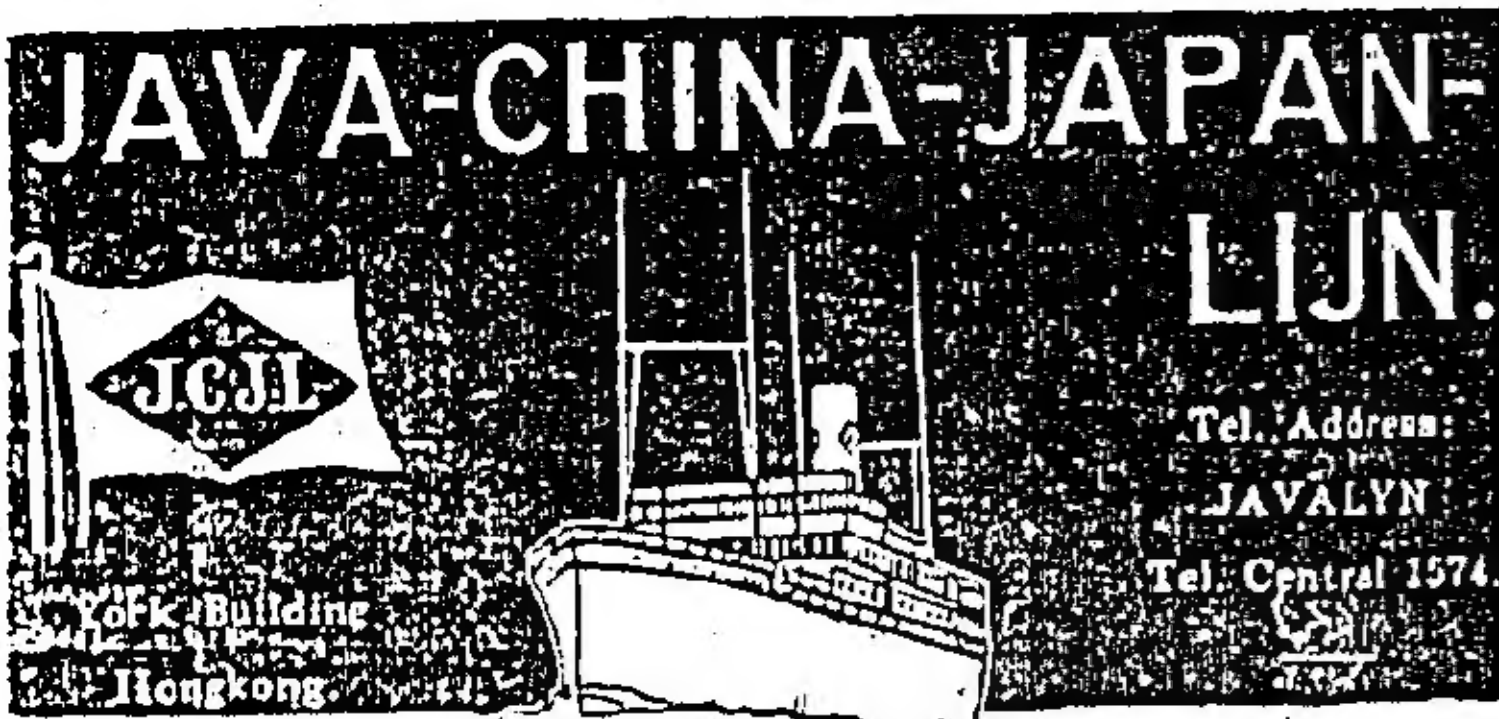
SAILINGS TO SHANGHAI & JAPAN.

TANDA	6,956	31 Aug. 4 light	Amoy & Yokohama
SICILIA	8,413	1 Sept. noon	Shanghai
TAKADA	6,949	7th Sept.	M'les, Gib., L'don & A'warp
KARMAJA	9,998	8th Sept.	S'hai, Moji, Kobe & Y'hama
ARAFURA	6,000	11th Sept.	M'les, Gib., L'don & A'warp
NELLORE	6,553	22nd Sept.	S'hai, Moji, Kobe & Y'hama

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
 Agents, 22, Des Voeux Road Central.

**REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

Steamer	From	Expected at Hongkong	Will leave on	To
Tibodas	Japan	6th Sept.	8th Sept.	M'les, S'hai
Tikembang	N. China	9th Sept.	11th Sept.	Batavia
Titaroom	—	—	14th Sept.	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS

U. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENLUCE	10th Sept.	GLENSANDA	16th Sept.
GLENOGLE	28th Sept.	Genos, L'don, R'dam & H'burg.	
CARMARTHENS	6th Oct.		

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTDAGENTS **THE GLEN LINE, LTD**

Telephone Central No. 215, sub-ex. 23 and 3696.

M MESSAGERIES MARITIMES M
SERVICES CONTRACTUELS

Mail Steamer	Next Sailing from Marseilles	Pro. arr. at Hongkong	Pro. Sailing from Hongkong to Japan
PAUL LECAT	—	—	3rd Sept.
ANDRE LEBON	—	—	17th Sept.
AMBOISE	27th July	30th Aug.	1st Oct.
CORDILLERE	10th Aug.	11th Sept.	15th Oct.
ANGERS	24th Aug.	25th Sept.	29th Oct.
OHILI	7th Sept.	9th Oct.	14th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)
 A. Class 1st Class £95.0.0 B. Class 1st Class £89.0.0
 Steamers 2nd Class £68.0.0 Steamers 2nd Class £62.0.0

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BEATS)

S.S. C. P. LECOCQ loading for Havre, Antwerp, and Dunkirk about end Sept. and may eventually call at Valencia, Alger, Casablanca, Bordeaux, Rotterdam (if sufficient inducement offers). Also through Bills Lading issued to Helsinki, Riga, and Vitebsk.

For full particulars apply to:

Messageries Maritimes Co.

Telephone Central 740.

CONSIGNMENT.

TRANSIT.

REPRESENTATION.

Shipping to Europe, Australia, and other Ports.



VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.

Through passage rates to Europe via America G.405, G.420, G.440.

SHIDZUKA MARU ... Wednesday, 5th Sept. at 11 a.m.

KAGA MARU ... Monday, 15th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

FUSHIMI MARU ... Wednesday, 11th Sept. at 11 a.m.

MISHIMA MARU ... Wednesday, 26th Sept. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIMA MARU ... End of Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

LYONS MARU ... End of Sept.

SYDNEY & MELBOURNE via Manila, etc.

TANGO MARU ... Wednesday, 19th Sept.

YOSHINO MARU ... Wednesday, 17th Oct. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU ... Thursday, 30th Aug.

BUENOS AIRES via S'pore, Durban & Cape Town.

KANAGAWA MARU ... End of Oct. or beginning Nov.

SOMBAI via Singapore, Penang & Colombo.

OSAKA MARU ... Monday, 10th Sept.

TAMBA MARU ... Thursday, 27th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Thursday, 30th Aug.

WORIOKA MARU ... Tuesday, 4th Sept.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 13th Sept.

SHANGHAI, KOBE & YOKOHAMA.

TATEISHI MARU ... Sunday, 2nd Sept.

NAGANO MARU ... Monday, 3rd Sept.

AWA MARU ... Monday, 3rd Sept.

KITANO MARU ... Wednesday, 12th Sept.

For further information apply to—

NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. F. OGURI, Manager.

LLOYD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "ROSANDRA" ... Sailing on or about 2nd Sept.

S.S. "VENEZIA" ... Sailing on or about 2nd Oct.

FOR BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE" ... Sailing on or about 2nd Sept.

S.S. "ROSANDRA" ... Sailing on or about end Sept.

S.S. "VENEZIA" ... Sailing on or about end Oct.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA" Sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.,

Telephone Central 1650. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
---------	---------------------------------	-------------------------------

CHANGSHA

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36. Agents.

"ELLERMAN" LINE.
(Ellerman & Bucknall S.S. Co., Ltd.)
UNITED KINGDOM & CONTINENT SERVICE.**OUTWARDS.**

"Kasama" 3rd Sept. Shanghai, Kobe & Yokohama.

HOMEWARDS.

"City of Glasgow" 1st Sept. M'les, London, R'dam, H'burg.

PASSAGE RATES TO LONDON.

A. Class Steamers 1st Class £92.— 2nd Class £62.—

B. Class Steamers 1st Class £84.— 2nd Class £56.—

C. Class Steamers 1st Class £36.—

N.B. "C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers, but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to

MOLYK MASSEY & CO., LTD. THE BANK LINE, LTD.

CANTON. Tel. Central 780.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
KOBE via Moji	Namsang	Thurs 30th Aug. at 4 light.
NCHWANG via S'ow, S'hai Taksang	Thurs 30th Aug. at noon.	
SANDAKAN	Mausang	Thurs 30th Aug. at 2 p.m.
STRAITS & Calcutta	Fooksang	Fri 31st Aug. at 3 p.m.
MANILA	Mingsang	Fri 31st Aug. at 3 p.m.
TIENSIN	Cheongshing	Sat 1st Sept. at noon.
SHANGHAI via Swatow Loksang	Sun 2nd Sept. at noon.	
BANGKOK via Swatow Kwasang	Mon 3rd Sept. at noon.	
BANGKOK via Hoihow Chunsang	Wed 5th Sept. at 8 a.m.	
TAO via S'ow & S'hai Tungshing	Wed 5th Sept. at noon.	
HAIPHONG via Hoihow Leesang	Fri 7th Sept. at 8 a.m.	
SHANGHAI via Swatow Fooksang	Fri 7th Sept. at noon.	
STRAITS & Calcutta	Kutsang	Tues 14th Sept. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. **SHANGHAI LINE:** Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE:—A regular service is run from March to Nov. between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Friday, 31st Aug. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO. LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
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Hailong ... Ellis Walker ... THURS. 30th Aug. at noon.

Hailong ... J. S. Thomson ... FRI. 31st Aug. at 2 p.m.

Hailong ... W. C. Parmore ... TUES. 4th Sept. at 1 p.m.

Calling at Amoy for Passengers only.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 3rd Sept.

to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths. English Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE TO SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co's (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:—**JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Chater Road.

ASAHI BEER
BREWED BY
DAI NIPPON BREWERY Co., Ltd.
TOKYO JAPAN.
Specially Brewed for Export

Sole Agents—

MITSUI BUSSAN KAISHA, LTD.**HONGKONG.**

CONSIGNEES.

NOTICE TO CONSIGNEES.**ADMIRAL ORIENTAL LINE.**

The Steamship

"PRESIDENT JEFFERSON"

having arrived from Manila,

on Aug. 24th, consignees

are hereby notified that their

cargo is being landed at their risk

into the Hazardous and/or Extra-

Hazardous Godowns of the Hong-

kong and Kowloon Wharf at

NOTICE.

THE NEW HALL OF FAME
OF CONCERT AND OPERATIC STARS

RICHARD
STRAUSS

Call and inspect latest machine models at

THE BRUNSWICK STUDIO,
17 ICE HOUSE STREET.

BRUNSWICK
PHONOGRAPHS AND RECORDS

HOTELS.

LEADING FAR EASTERN HOTELS.

HONGKONG: Hongkong Hotel, Peak Hotel, Repulse Bay Hotel.

SHANGHAI: Astor House Hotel, Palace Hotel, Grand Hotel Kalee.

PEKING: Grand Hotel des Wagon Lits.

The Hongkong Hotel Co.,
In conjunction with
The Shanghai Hotels, Ltd.
and
The Grand Hotel des Wagons-Lits, Ltd.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIGHTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 175. Telegraphic Address: "VICTORIA"
J. WITHELL, Manager.

THE EUROPE HOTEL.

SINGAPORE.
DANCING AFTER DINNER.
EVERY
MONDAY WEDNESDAY AND SATURDAY.
TEA DANCES
TUESDAYS AND THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every Room.
Telegraphic Address: "EUROPE, SINGAPORE."
Telephone No. 2740 (9 lines).

THE EUROPE HOTEL, LTD.
ARTHUR B. ODELL, Manager.

THE KOWLOON HOTEL.

HANKOW ROAD.
Opening 1st September.

First Class and most up-to-date Residential and Tourist Hotel. Six stories of commodious large and airy rooms with every modern appliance. Elevator to every floor and to Roof Garden. Hot and cold water. Electric Lights, Fans and Bells, throughout. Exceptionally well ventilated Bar and Billiard Rooms. Moderate tariff and most excellent cuisine supervised by experienced chef. Monthly and Family rates can be arranged at most reasonable terms.

For terms apply to—

Mrs. J. J. BLAKE, Manageress.

KINGSLERE HOTEL MID-LEVEL
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

PALACE HOTEL, KOWLOON.

Tel. No. Kowloon 8. Tel. Add. "Palace".
Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hong Kong.
A first class Hotel in every respect and under English management.
Cuisine under personal supervision of the Proprietor.
Lounge Bar and Billiard Room.
Baths modern.
Special arrangements for families on application to—

H. O'BRIEN,
Proprietor.

CAPSTAN

MAGNUMS
HYGIENIC MACHINE-MADE
CIGARETTES.
THEIR
QUALITY ACCOUNTS FOR THEIR POPULARITY



This Advertisement is issued by British American Tobacco Co., (China) Ltd.

NOTICE.

PITMAN'S SHORTHAND
EVENING CLASSES.

French Convent, Causeway Bay.

Class for lady beginners.
St. Mary's School, Kowloon.
Class for lady beginners.
St. Joseph's Branch College, Kowloon.

Class for young men
"SPEED ONLY".
The above classes open on the 3rd September.

WEATHER REPORT.

Aug. 30d. 12h. 12m.—Pressure has decreased moderately over S.W. Japan and slightly over Cochin China. It is nearly stationary from Hongkong to Formosa and over the Philippines.

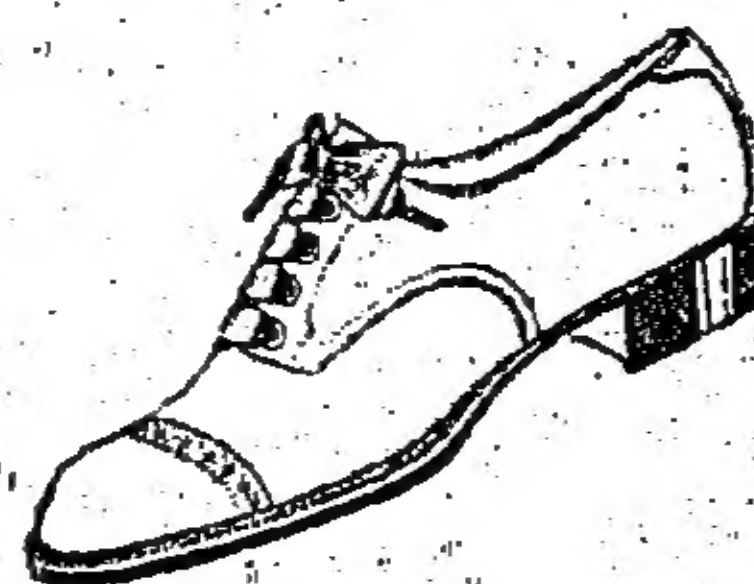
The typhoon in the Eastern Sea is moving slowly northward. A depression lies over S. China. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.91 inch. Total since January 1st, 75.4 inches, against an average of 65.56 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District Forecast.
1 Formosa Channel: S. winds, moderate.
2 South coast of China between H.K. & Lamocke. S.W. winds, free h. squally; overcast, rain.
3 Hongkong to Gap Hoek. S.W. winds, free h. squally; overcast, rain.
4 South coast of China between H.K. & Hainan. S.W. winds, free h. squally; overcast, rain.
I. F. CLAXTON, Director.
I.K. Observatory, Aug. 30, 1923.

FOOTWEAR SPECIALISTS!

We have a good selection of
"KELTIC"
BOOT AND SHOES
—for MEN—
in
BLACK & BROWN LEATHERS,
for all occasions.



Wm. Powell Ltd., H. K. Hotel Buildings.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)
SELLING.

30 d/s. San Francisco and New York	52 1/2
T/T. Shanghai	2/3 1/2
60 d/s.	2/3 1/2
4 m/s.	2/3 1/2
T/T. Hongkong	2/3 1/2
T/T. Singapore	2/3 1/2
T/T. Japan	2/3 1/2
T/T. India	2/3 1/2
Demand India	2/3 1/2
T/T. San Francisco and New York	2/3 1/2
T/T. Java	2/3 1/2
T/T. Manila	2/3 1/2
T/T. Cebu	2/3 1/2
Demand, Paris	2/3 1/2
4 m/s. L/O	2/3 1/2
4 m/s. D/P	2/3 1/2
4 m/s. L/O	2/3 1/2
20 d/s. Sydney and Melbourne	2/3 1/2
4 m/s. L/O	2/3 1/2
4 m/s. D/P	2/3 1/2
4 m/s. L/O	2/3 1/2
20 d/s. Sydney and Melbourne	2/3 1/2

SUBSIDIARY COINS.

Hongkong 50 cent pieces	per 100
10	per 100
5	per 100
Canton sub. coins	per 100
Hongkong August 30, 1923.	

POST OFFICE NOTICES.

INWARD MAILS.

From	Per	30th Aug.
Shanghai	Boochow	30th Aug.
Singapore	Amboise	30th Aug.
Europe via Suez, London Letters only		
(2nd Aug.)		
Japan	Sicilia	30th Aug.
Japan	Japan	31st Aug.
Japan	Eastern	31st Aug.

OUTWARD MAILS.

For	Per	30th Aug.
Fort Bayard	Sunli	31 inst., 9 a
Shanghai	Hawaii M.	31 inst., 9 a
Singapore	Manana	31 inst., 10.30 a
Manila	Formosa	
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